

# STREET SMART

December 3, 2003

Governments  
**SANBAG**  
Working Together

## Meeting Summary of the SANBAG Board of Directors

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### ■ Board approves funding for study of developer fees

Board members authorized a study of needs, existing city and county fees and options for the possible implementation of developer fees to help offset costs of interchange and major street improvements countywide.

Cambridge Systematics will help SANBAG staff conduct the study over the next few months. Cambridge was chosen from a field of five firms that responded to a Request for Proposals last month.

Members were divided 17-12 on the need for the study. Concerns were raised about duplicating existing developer fees, equity among cities, details for implementing a fee and the appropriateness of projects for which fees could be assessed.

Executive Director Norm King explained that the study would not be an endorsement of development impact fees. Rather, the study would provide data to help Board members determine the options available to them, should the Board choose to implement a fee structure for new development.

### ■ SANBAG shifts federal funds to Interstate 10 to avoid loss

In an effort to avoid a loss of \$5.04 million in federal transportation funds, SANBAG Board members voted to shift funds from three city road projects to the Interstate 10 truck-climbing lane.

This summer, staff members from the cities of Rialto, Fontana and Needles notified SANBAG that road projects for which they received federal Surface Transportation Program funds would be unable to be ready for construction by August 2005. Under a "use it or lose it" provision, these funds could be lost to San Bernardino County if they were not allocated to another transportation project.

The truck-climbing lane was a perfect fit for the newly available funds, said Darren Kettle, SANBAG's director of freeway construction. Bid extends eastbound 3.5 miles from Ford Street in Redlands to were higher than expected, leaving a \$3.9 million deficit. The applied to that deficit, making available an equal amount of temporarily had been allocated to close the gap. (See page 2 the truck lane project).

After the shift of \$3.9 million, a balance of approximately remains, which likely will be used for other SANBAG freeway projects.



Construction is underway on the Interstate 10 truck-climbing lane between Redlands and Yucaipa.

### ■ SANBAG to assist funding for Interstate 215 right of way

SANBAG will help keep the widening of Interstate 215 through San Bernardino moving forward with the commitment of \$10.2 million in Measure I funds to allow Caltrans to acquire property adjacent to the freeway this year.

Before committing the Measure I funding, SANBAG first will seek federal Congestion Mitigation/Air Quality funds to cover the costs of securing this property, known as "right of way." However, delays in adopting a new Transportation Equity Act by Congress may prevent these federal dollars from being available this year. If CMAQ funds can't be secured, Measure I funds will be used to help close the gap for 2003-04 property acquisition.

Caltrans originally sought state funding for the right of way, but learned in late August that its request did not make the cut of projects approved for funding by the California Transportation Commission. As a result, pending offers and negotiations with property owners were suspended. The lack of funding for right of way has caused the start of construction to be delayed about a year -- from fall 2004 to fall 2005.

The project will involve the widening of a six-mile stretch of Interstate 215 north of Interstate 10.

### Down the Road ...

- Dec. 11: Major Projects Committee, 9 a.m.
- Dec. 17: Administrative Committee, 11 a.m.
- Dec. 17: Plans & Programs Committee, 12 noon

## SANBAG, Caltrans break ground for I-10 truck-climbing lane

### New lane to provide traffic congestion relief for East Valley motorists

Armed with gold shovels and hard hats, transportation and city officials celebrated the start of construction of a truck-climbing lane on Interstate 10 between Redlands and Yucaipa with a ground breaking ceremony November 20.

Representatives from SANBAG, Caltrans and the cities of Redlands and Yucaipa hosted the ceremony, held in Yucaipa. This month's issue of *Measuring Success* provides an overview of the truck-climbing lane project, which is funded in part by Measure I, San Bernardino County's half-cent sales tax for transportation improvements.

#### East San Bernardino Valley Traffic Congestion Relief Effort

The new truck-climbing lane, which will extend 3.5 miles eastbound from Ford Street in Redlands to Live Oak Canyon Road in Yucaipa, is the first phase of an effort to reduce Interstate 10 traffic congestion in the east valley of San Bernardino County. The second phase will involve the widening of I-10 through Redlands. SANBAG is studying the possibility of a third phase: an I-10 truck-descending lane from Yucaipa to Redlands. This phase will be determined by funding availability.

#### Truck-Climbing Lane Objective and Features

The project is designed to improve freeway operations by providing a new lane for trucks and other slow vehicles that face challenges on this four percent uphill grade. In addition to the new lane, the project will include:

- An auxiliary lane between Ford Street and Yucaipa Boulevard to make it easier for drivers to merge across the truck-climbing lane and into the faster moving freeway lanes
- Realignment of eastbound on-ramps at Ford Street, Wabash Avenue and Yucaipa Boulevard to connect with the wider freeway
- Night-time removal and replacement of sections of deteriorated freeway pavement in the slow lane and rehabilitation of the other eastbound lanes
- Construction of sound walls along Hampton Road in Yucaipa and along the freeway near Reservoir Road in Redlands
- Burial of soil that is contaminated by airborne lead deposits — byproducts of former lead-based fuel — according to Caltrans standards.

#### Construction Contractor and Schedule

Construction of the truck-climbing lane started November 3 and is scheduled to last approximately 11 months. SANBAG, which is the lead agency for the project, awarded a \$17.4 million construction contract to Brutoco Construction & Engineering of Fontana. LAN Engineering of San Bernardino is the project's construction management firm. Caltrans is providing project oversight, assisted by the cities of Redlands and Yucaipa.



Transportation officials ceremonially break ground for the Interstate 10 truck-climbing lane on November 20 in Yucaipa.

#### Project Funding

The truck-climbing lane is funded by a combination of federal, state and local transportation sources:

- Federal funding - \$12.8 million
- State funding - \$4.9 million
- Measure I funding - \$2.1 million

Although Measure I makes up the smallest portion of this funding, it is likely that these federal and state transportation dollars could not be secured without this local contribution.

#### Freeway Service Patrol

SANBAG received a \$375,000 grant from the Mobile Source Air Pollution Reduction Review Committee to provide a Freeway Service Patrol during construction activity. This roving tow service, which will operate under the jurisdiction of the California Highway Patrol, will reduce freeway delays by helping drivers with car trouble near the construction area. Since there will be no freeway shoulder and no call boxes during construction, stranded motorists can cause severe delays.

Starting January 5, operators from Armada Towing will fix a flat tire, provide a gallon of gas, jump-start a battery and tape radiator hoses — services that can be completed within 10 minutes. Work that takes longer than 10 minutes will require the vehicle to be towed from the freeway. Services will be provided at no charge to vehicle drivers.

